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No. 16896, 號六十九百八千六萬一第 日三十月五年子壬 HONGKONG, THURSDAY, JUNE 27th, 1912. 四拜禮 號七十二月六年二十百九千一英港香

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[a27-4]

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[a819]



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Hongkong, 4th January, 1912. [157]

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Kowloon, 27th June, 1912. [a536]

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Hongkong, 31st July, 1907. [576]

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ACKNOWLEDGEMENT.

Mrs. J. B. Scott begs to return thanks
for expressions of sympathy and con-
dolence in her recent bereavement.

HONGKONG OFFICE: 10A, DES VUEUX ROAD C
LONDON OFFICE: 131, FLEET STREET. EC

The Daily Press.

HONGKONG, JUNE 27th, 1912.

SENATOR SMITH, who was Chairman of the United States Committee of Inquiry into the Titanic disaster, has been held up to world-wide ridicule because he asked a nautical witness the question: "What are icebergs made of?" To the majority of people it seems a stupid question to put to a witness, but in glancing through some of the evidence given before Lord Mersey's Court of Inquiry in London we observe a statement in the evidence of one of the nautical witnesses which will probably raise in the minds of most of those who read it a doubt as to whether, after all, Senator Smith deserves the ridicule which has been heaped upon him. If, for example, the witness was asked, "What is the colour of an iceberg?" would not nine hundred and ninety-nine people in a thousand answer with a supercilious smile in terms something like these: "Why, white, of course; or it may be described as lightish grey?" The landman's idea of an iceberg is, of course, derived from the picture-books, which show it as a mountain of frosted or snow-ice floating in the sea. It has therefore seemed to most people quite inconsistent with the keeping of a good look-out on the Titanic that a mountain of white ice could not be seen on the darkest of nights in time for the accident to have been averted. We venture to think that very few people are acquainted with the term "black ice." If the average landman were told that the black side of the berg was towards the ship, would it be deemed

unpardonable ignorance for him to ask whether icebergs might not comprise something besides ice? We have not seen the full report of the inquiry held in America, but after reading some of the evidence given before the Court of Inquiry in London, we wonder whether some injustice has not been done to Senator Smith by his question "What are icebergs made of?" being isolated from questions which preceded it. Mr. LIGHTHOLLER, the second officer of the ill-fated ship, was asked in the course of his examination in London if he could suggest why the berg was not seen before it was too late to avoid the collision, and he hazarded the noteworthy theory that it was a berg which had just been broken off and had overturned, as they frequently do, he said, and thus most of it above water would be practically black ice. This term would be so unfamiliar to the layman that when a witness speaks of the berg showing its black side to the ship, the idea is easily suggested that it had, perhaps, torn away land to which it had previously adhered; that is to say that the bottom of an iceberg which had floated away from the coast might consist of frozen earth. What the officer meant by the black side of the iceberg, however, was, doubtless the bottom of the berg that, owing to its immersion, had been made clear, solid and crystalline, as distinguished from snowy or frosted. It would be indistinguishable in the darkness. But, as we have said, few laymen are familiar with the term, and hearing it for the first time might well ask: "What are icebergs made of?" The suggestion throws an interesting light on the disaster. Mr. LIGHTHOLLER told the Court that "the extraordinary combination of circumstances" which existed at the time was such as the navigator would not meet once in a hundred years. There was no moon; not the slightest breath of air, and, most extraordinary of all, no swell on the water. Had there been the slightest swell, he had no doubt the iceberg would have been seen in plenty of time to clear it. The sea, the officer said, was "like a table-cloth—like a floor," and he ventured to say that ninety-nine men out of a hundred going across the Atlantic regularly would not recollect anything like an absolutely calm sea. The officer further said that had the ship been approaching a field of ice it would have been clearly visible, looking down upon it five miles away; or had it been a normal iceberg, with three sides and a top white, they would have been able to see from the ship one of the sides, and there would have been sufficient reflected light for it to be noticeable a mile and a half away. Thus he had come to the conclusion that it was an overturned iceberg, with its black side towards the ship. Whether Mr. LIGHTHOLLER's theory is one which commends itself to the expert members of the committee of inquiry remains to be seen; but it at least shows the layman that the charge of negligent navigation requires more proof to support it, having regard to all the circumstances mentioned, than the simple fact that the ship did actually collide with an iceberg.

The English mail of the 26th May was delivered in London on the 25th June.

For being in possession of two taels and one mace of opium, a Chinese was yesterday fined \$48 or one month's imprisonment.

Mr. Douglas Young, second son of Mr. Robert Young, editor of the *Japan Chronicle*, who has been following aviation at Brooklands (England) for some time, has recently secured his pilotage certificate, and is now a Certified Aviator.

On the motion of Mr. H. P. Wilkinson, Crown Advocate, Mr. P. S. Dixon, solicitor of the Supreme Court of England, (formerly of Hongkong) was admitted to practice in H.B.M.'s Supreme Court, at Shanghai, Sir Haviland de Saumarez, Chief Judge, constituting the Court.

Two Chinese girls who endeavoured to stow away on board the s.s. *Shingo Maru* adopted the ingenious expedient of disguising themselves in male costume. The keen eyes of a Chinese watchman, however, penetrated the disguise, and the girls were arrested. They appeared before Mr. Irving yesterday and were remanded.

The plague cases notified in the Colony last week were:—2 Filipino (imported); 2 Indian; 1 Korean; 1 Malay; and 121 Chinese—total 127. There were 99 deaths during the week. The other cases of communicable disease notified were two Chinese cases and one Indian case of enteric fever; and one Chinese case of small-pox. The total number of plague cases notified since January 1st to June 22nd is 1,586, and of these 1,460 have proved fatal.

The directors of the Highlands and Lowlands Para Rubber Company have declared an interim dividend of 7½ per cent., less income tax, which dividend is payable in London on July 18th.

L'Abbe Pierre Rey, of Yokohama, has been appointed by His Holiness the Pope the new Archbishop of the Diocese of Tokyo. Rev. Father Rey has been a missionary in Japan for thirty years, and his appointment is very popular with the whole congregation.

In connection with the discovery at Singapore of seventy-seven Chinese stow-aways on the German mail steamer *Goeben* from Hongkong and China ports, it is understood that when they are released from quarantine proceedings will be instituted against them by the Port authority.

While the N.D.L. str. *Derfflinger* was clearing from the Customs Quay, Yokohama, on the 15th inst., her starboard bow collided with the stern of the T.K.K. str. *Tenyo Maru*, which was moored alongside the quay. The Japanese steamer had her railing broken to a length of about 80 feet.

A Chinese youth was charged before Mr. Melbourne yesterday with stealing a pocket-book from a storekeeper. The defendant said he saw the storekeeper standing at his door, and he (defendant) took the pocket-book to examine it. Defendant was sentenced to six weeks' imprisonment and four hours' stocks.

The Far Eastern Manager of the Great Northern Telegraph Company is expected to arrive in Tokyo about the middle of next month. Taking advantage of his visit to Japan, the Tokyo Government, says the *Jiji*, will open negotiations regarding a proposal to purchase the Company's cables between Nagasaki and Vladivostok and between Nagasaki and Shanghai.

Seng Son Lee, a well-known Chinese resident of Bangkok, whose Siamese title is Khun Phut Hoi, has returned from Siam, where he had resided for many years. He chartered the whole of the passenger accommodation of the str. *Harvard* to take him and his family to Swatow. Seng Son Lee is a wealthy man and was formerly one of the biggest lottery farmers in Siam. This year he did not bid for any of the farms.

On the 15th inst., being the ninth anniversary of the sinking of the Japanese transport *Hitachi Maru* by the Vladivostok Squadron in the Japan Sea, a religious service was held at the Aoyama Cemetery, Tokyo, for the repose of the souls of the unfortunate officers and men, numbering eleven hundred in all. It will be recalled that Captain Campbell, a British subject, in command of the transport, went down with the vessel.

Mr. Enoch Hewitt Suttis, Acting Agent for the Indo-China S.N. Company at Nanking, was drowned at noon on Tuesday last week by falling overboard from the Company's hulk *Meinam*. The body was not recovered. The deceased, who was 42 years of age, was a native of Canada, the *Shanghai Mercury* says, and was greatly esteemed by a large circle of friends in Shanghai and the river ports. He joined the Indo-China Co. in October, 1908, and rose to the position of chief officer of the str. *Longwen*. In March, 1910, he was appointed acting agent at Nanking and since being in that position had given every satisfaction.

THE ADDITIONAL GENERAL HOLIDAY.

No explanation is afforded in the *Gazette Extraordinary* issued yesterday as to why Monday next has been appointed a general holiday. It is only in March last that an Ordinance was passed fixing the public and general holidays to be annually observed. July 1st was not one of them, but section 7 of the Ordinance makes it lawful for the Governor-in-Council, by notification in the *Gazette*, to appoint any day to be observed as a general or a public holiday in addition to or in substitution for any day mentioned in the ordinance.

Two guesses may be made at the reason for declaring July 1st a public holiday. The first that will occur to most people is that H.E. Sir Henry May will possibly reach the Colony on that day, but, as it has not been the practice to make the arrival of a new Governor the occasion for a general holiday, it is more likely that the day is appointed a holiday for the convenience of the banks, as presumably some additional work will be thrown upon them at an unusually busy time of the year by the coming into force on that day of the ordinance prohibiting the circulation of foreign copper-coin in the Colony. It may also be of interest to mention that Monday, July 1st, is "Dominion Day."

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE RELEASE OF THE SUFFRAGETTES.

SCENES IN PARLIAMENT.

LONDON, June 26th.

There were furious scenes at question time in the House of Commons when Mr. Asquith announced that Mr. McKenna, the Home Secretary, had offered to release the suffragettes provided they undertook not to repeat the offence.

Mr. Lansbury, one of the Labour members, shouting denunciations of the Government, walked to the Treasury Bench and shook his fist in the face of the Ministers, screaming "You should be turned out of office. You will go down in history as the torturers of women." He shouted that Mr. Asquith was beneath contempt and that it was dishonourable to ask women for an undertaking they could not give. Then he turned to the Opposition and shouted, "You should be driven from public life."

Both Ministers and the Opposition remained perfectly calm, and eventually Mr. Lansbury returned to his seat. The Speaker requested him to leave the House, but he refused. He was warned three times, whereupon various Labour members prevailed upon him to withdraw.

LATER.
Twenty-one suffragettes have been released from prison this week before the expiry of their sentence. It is presumed they were "hunger strikers."

ANOTHER SUFFRAGETTE OUTRAGE.

LONDON, June 26th.

A suffragette smashed a glass panel in St. Stephen's Hall, Westminster last night. She was promptly arrested.

THE BRITISH BUDGET.

GOVERNMENT'S SMALL MAJORITY.

LONDON, June 25th.

In the House of Commons on the report stage of the Tea resolution Mr. Cooper (Unionist) moved for a reduction of a penny in the duty on tea grown in the Empire.

Mr. Masterman resisted the amendment, which raised, he said, the tattered banner of colonial preference.

The amendment was rejected by 139 votes to 177, amid opposition cheers and cries of "resign."

The smallness of the majority was due to the slack attendance of Ministerialists during a week of non-controversial business. Three were few Unionists about the House, but when the division was called they suddenly mustered force, nearly bringing the Government to disaster.

All the Budget resolutions were passed and the Finance Bill was read a first time. A feature of the debate was Mr. Lloyd George's announcement that a certain number of Radicals were criticising the further expenditure upon the Navy and the Colonial loan.

Mr. Wedgwood (Liberal) objected to the taxpayers' money being taken for the benefit of landlords of Nyasaland. He would be glad to see it applied to Nigeria, where the land belonged to the Crown.

A BYE-ELECTION.

LONDON, June 26th.

At Ilkeston, where a bye-election is rendered necessary owing to Colonel Seely having to seek re-election on his appointment as Secretary of State for War, there will be a straight fight, only Colonel Seely and Mr. Freeman, a Unionist, having been nominated.

GIGANTIC ROSE FETE IN LONDON.

SOCIETY LEADERS AS STREET FLOWER SELLERS.

LONDON, June 26th.

It is anticipated that the hospitals and charities with which Queen Alexandra is identified will largely benefit by a gigantic Rose Fete which is being held to-day, when 8,000 ladies, including leaders of Society, will sell artificial wild roses in the streets in commemoration of Queen Alexandra's arrival in England.

[THROUGH REUTER'S AGENCY.]

THE KING AT CARDIFF.

LONDON, June 26th.

His Majesty was accorded a civic welcome at Cardiff, where he knighted the Mayor. The address presented on behalf of the Corporation suggested the establishment of a Welsh home for the Prince of Wales, who would be received with enthusiasm by Welshmen.

The King dwelt on the loyalty of the Principality, and the part played by the coalfield in maintaining the efficiency of the Fleet. He greatly desired all classes to be united in common zeal for the common good. He trusted that the recent laws would make for the increased safety of miners and for more cordial feelings between all engaged in coal mining.

LATER.
Their Majesties are visiting the South Wales coalfield to see the industrial conditions. They had an enthusiastic reception at Cardiff.

MR. BONAR LAW HONOURED BY GLASGOW UNIVERSITY.

LONDON, June 26th.

Mr. Bonar Law on receiving the degree of LL.D. at Glasgow University was given a great ovation.

AMERICAN PRESIDENTIAL NOMINATIONS.

A DEMOCRATIC SPLIT.

LONDON, June 26th.

A wire from Baltimore states that Judge Parker has been elected to the Chairmanship of the Democratic Convention, with 579 votes against 506 votes cast for Mr. Bryan.

Mr. Bryan received an ovation on nominating Senator Kern of Indiana, in opposition to Judge Parker. Mr. Bryan declared that the country was waiting to hear whether the Convention would follow the example of Chicago, in listening to the voice of predatory wealth.

Senator Kern appealed to Judge Parker to join in the selection of a compromise Chairman. Failing this, Mr. Bryan must be nominated.

Judge Parker, in returning thanks for his election, congratulated the assemblage on its orderliness comparing it with the rowdy nature of the Chicago meeting. Thereupon uproar broke out, preventing him from continuing. The Convention adjourned.

Many of the Roosevelt agents in Baltimore are trying to induce Mr. Bryan to cast in his lot with the Republican Progressives.

LATER.
Reuter's correspondent at Baltimore telegraphs that the ratification of Mr. Parker's selection as Chairman of the convention has caused a split in the ranks of the Democrats. Mr. Bryan is rallying the progressives to a fight upon the floor of the Convention. Some of the leaders believe that Mr. Bryan will become the candidate for the chairmanship and ultimately a candidate for the Presidency.

AMERICAN BANKER KILLED.

LONDON, June 26th.

Reuter's correspondent at New York wires that Mr. Alfred Seligman, of the Banking House, was killed in a motor smash.

THE FRENCH STRIKE.

LONDON, June 26th.

A Paris message states that there is no improvement in the strike, and it is feared that the Minister of Marine will not have sufficient men at his disposal to ensure the running of the indispensable services.

The situation at Havre is described as disastrous.

TURKISH TROOPS MUTINY.

LONDON, June 26th.

A message from Constantinople states that a serious mutiny has broken out among the troops in Macedonia. Some 200 Albanians belonging to Monastir, Ochrida, and Perlepe deserted with their arms and joined the Albanian insurgents south of Ipek. It is believed that the mutiny is a revolt against the Young Turk régime. A number of former deputies are involved.

[THROUGH REUTER'S AGENCY.]

THE SIX POWER LOAN.

REPORTED REJECTION BY CHINA.

LONDON, June 26th.

A telegram from Washington states that the State Department learns that China has rejected the Six Power Loan, probably owing to the proposed foreign supervision of the expenditure.

COTTON GROWING IN UGANDA.

LONDON, June 26th.

Mr. Hutton, Chairman of the Cotton Growing Association, stated last night that although the ultimate possibilities of Uganda were less than those of Nigeria and the Sudan, the country had given larger results than any new cotton field in the Empire. He expected this year's crop to reach 30,000 bales, worth between £400,000 and £500,000. He rejoiced at the grant made by the Chancellor of the Exchequer which would permit of the moving of cotton hitherto blocked throughout Uganda, through lack of means of carriage.

DEATH OF SIR ALMA-TADEMA.

LONDON, June 26th.

Sir Lawrence Alma-Tadema, the great painter, is dead. He was born in Dronryp, Netherlands, in 1836.

THE LATE SIR GEORGE WHITE.

LONDON, June 26th.

A memorial service for the late Field Marshal Sir George White, will be held on Friday in the Chapel at Chelsea Hospital, whence the remains will be escorted by troops to Euston for interment in Ireland.

Mr. Mason, the novelist, in a letter to *The Times*, says the chief reason why Sir George White remained at Ladysmith was because he was warned by high authority that his retirement would probably be the signal for a rising of the blacks in Natal.

RUSSIA AND GERMANY.

LONDON, June 26th.

A message from Berlin states that the Imperial Chancellor Count Bethmann-Hollweg is about to visit Russia, staying at St. Petersburg and Moscow for some days.

THE OPEN GOLF CHAMPIONSHIP.

LONDON, June 26th.

The result of the Open Golf Championship so far is: Ray, 295 (yesterday's scores being 76 and 75); Vardon, 290 (including a superb 71), and Braid 303. A feature of Ray's play was his tremendous driving.

LATER.
The victory of the Jersey man Ray is most popular. It is the first time he has won the championship, though he has regularly been near the top. Other scores were: Duncan, 305; Ayton, 308; the Frenchmen Gassiat and Massy, 310 and 311 respectively. Fotheringham was fourteenth with 313.

INTERNATIONAL BOXING.

LONDON, June 26th.

A message from Dieppe states that at the International Boxing Festival in a welter-weight match between a Frenchman and an Englishman named Evernden, the latter was disqualified in the second round for striking the referee. Gendarmes cleared the ring.

In the middle-weight championship of the world between the American Klaus and the Frenchman Carpentier the latter was disqualified in the nineteenth round.

TEST CRICKET.

LONDON, June 26th.

The test match between England and Australia was resumed on Tuesday, but had to be stopped after twenty minutes' play owing to rain. England carried their score from 211 for four wickets to 241 without another wicket falling.

THE KIEL REGATTA.

LONDON, June 26th.

A message from Kiel states that the Kaiser in accepting the gift of the Royal Thames Yacht Club thanked the British yachtsmen for the success of the regatta, and expressed the hope that this would be a fresh link in the sporting friendship between the two nations. The cup was a pledge of the amity so natural and precious between Great Britain and Germany.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS, only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

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Telegraphic Address: PRESS.

Cables: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

FOR SALE.

FINE Strong, well bred **POINTER PUPPIES.**

For Particulars, apply—
T. P. STUBBS,
Kowloon.
Hongkong, 27th June, 1912. [852]

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"YOKOK."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed there.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 3rd July will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 3rd July, at 9.30 a.m.

All Claims must reach us before the 10th July, or they will not be recognized.

No Fire Insurance will be effected by the Undersigned.

NORDEUTSCHER LLOYD, BREMEN.
MELCHERS & Co.,
General Agents.

Hongkong, 26th June, 1912. [5]

NOTICE.

WE HAVE This Day authorized Mr. CARL MEYER to Sign our Firm's Name Per Procuration.

BERLINGER & Co.
Hongkong, 18th June, 1912. [832]

\$10 REWARD.

TO the Finder of one **MIXED COLLIE PUP** (Bitch) Missing from No. 6, Bowen Road on the morning of 25th June. Colour—Light Brown, with White Collar. Size about 2 1/2 ft. long, 1 1/2 ft. high.

Face looks like a Fox.

Office.

TOYO KISEN KAISHA.

Hongkong, 22nd June, 1912. [843]

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of Exporters and Dealers in Chinese Produce will be held in the Old Chamber of Commerce Room, CITY HALL, on **WEDNESDAY, the 3rd July, 1912, at 3.30 p.m.** precisely, for the purpose of

(1) Considering the suggestion that it is expedient to form an Association of Exporters and Dealers under the auspices of the Hongkong General Chamber of Commerce.

(2) If the suggestion be adopted, to elect a provisional Committee to frame for the approval of a General Meeting to be called hereafter the Rules and Regulations under which it is proposed such Association shall work.

The attendance of Chinese Merchants interested in Exporting is invited.

By Order, **E. A. M. WILLIAMS,** Secretary.

Hongkong, 15th June, 1912. [824]

REAL ENGLISH

FISH.

Finnish Haddock.

Selected Kippers.

Bloaters.

Fillets.

Received direct from Home.

THE

DAIRY FARM CO., LTD.

[30]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

[423]

ENTERTAINMENTS

VICTORIA THEATRE.

Two Performances: 7.15 P.M.—PICTURES ONLY—7.15 P.M.
9.15 P.M.—FULL PROGRAMME—9.15 P.M.

The Grand Sensational Film,
The Best Drama Exhibited,
"THE EVIL FASCINATION."

2000 feet long, in 2 Parts.

GRAHAM AND DENT.

Continuous Success.

MATINEES—

SATURDAYS AT 4.30 P.M.

SUNDAYS AT 6 P.M.

Hongkong, 24th June, 1912. [58]

TO LET

TO BE LET.

SHOPS AND OFFICES, IN ALEXANDRA BUILDINGS.

Apply—

A. S. WATSON & Co., Ltd.,

Alexandra Buildings.

Hongkong, 22nd May, 1912. [123]

TO LET.

BEACONSFIELD. Will be converted into a First Class Boarding House with Large Dining Room, Thirty Bedrooms and Eighteen Bathrooms. Plans to be seen at our Office.

Apply—

LINSTEAD & DAVIS,

Alexandra Buildings.

Hongkong, 20th March, 1912. [481]

HOUSE TO LET.

Furnished or Unfurnished.

NO. 37, FRENCH CONCESSION,

Shamoen, Canton. From 1st July 30th September, 1912.

Apply—

G. DES GARETS D'ARS,

Care of JARDINE, MATHESON & Co., Ltd.

Hongkong, 31st May, 1912. [775]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 1st June, 1912. [120]

TO LET.

"A BERTHOLWIN," Peak Road, from 1st July next.

SHOP with GODOWN attached, Nathan Road, Kowloon.

KOWLOON MARINE LOT No. 48 with WHARF.

Apply to—

HUMPHREYS ESTATE & FINANCE Co., Ltd.

Hongkong, 30th May, 1912. [525]

TO LET.

OFFICE in Alexandra Buildings.

Apply—

A. S. WATSON & Co., Ltd.,

Alexandra Buildings.

Hongkong 26th February 1912. [367]

TO LET.

ON 2ND FLOOR, No. 2, PEDDER STREET, TWO-ROOMED OFFICE.

Apply Property Office.

JARDINE, MATHESON & Co., Ltd.

Hongkong, 23rd May, 1912. [733]

TO LET.

OFFICES in King's Building.

RANFURLY, 11, Conduit Road. From 1st June.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 1st June, 1912. [121]

TO LET.

NO. 12, BEACONSFIELD ARCADE.

First Floor.

NO. 13, BEACONSFIELD ARCADE.

First Floor.

"CALDER," 6-Roomed House, Fine Situation, from 1st August, 1912.

1 LARGE GODOWN in No. 34, Duddell Street, 1st Floor.

1 SMALL GODOWN in Duddell Street (Godown D).

"ROGATE" Austin Road, Kowloon, from 1st April.

For Sale. "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154.

For Sale with or without Furniture.

"TOE CREST," No. 8, The Peak, with Tennis Court. Commanding a magnificent view of the Harbour and Adjacent Islands.

Apply to—

LINSTEAD & DAVIS,

3rd Floor, Alexandra Buildings.

Hongkong, 26th June 1912. [122]

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LANE, CRAWFORD & Co.

TELEPHONE 97.

FURNITURE DEPT.

NOW SHOWING

TEAKWOOD BEDSTEADS

IN ARTISTIC DESIGNS

BEDROOM SUITES and

SIDEBOARDS.

HIGH-CLASS WORKMANSHIP.

HARDWARE DEPT.

ICE CREAM FREEZERS,

TEAKWOOD ICE CHESTS,

BERKEFELD FILTERS,

GLASS TABLE FILTERS.

INSPECTION INVITED. PRICES MODERATE.

LANE, CRAWFORD & CO.

[51]

GRACA & CO.

PEDDER ST. (Hongkong Hotel Building).

Dealers in

POSTAGE STAMPS, VIEW POST

CARDS, FLOWER SEEDS,

CIGARS, BOOKS, TOYS, &c.

Just received a Fine Selection of

BABY DOLLS

WITH

CHINESE DRESSES.

452

NOTHING BETTER FOR THE

SEASON!

JUST RECEIVED.

STYLISH Bathing Dresses and

Caps.

Finest Voiles, Striped, Flowers

and Fancy.

Finest Muslins, Plain and

Dotted.

Embroidered Materials, &c., &c.

You will find our range incomparable for

Quality, Style and Price.

HOOSAIN-ALI & Co.

No. 14, Queen's Road Central,

Corner of Zetland Street, Hongkong.

Hongkong, 13th May, 1912. [50]



MITSUBISHI GOSHI KWAISHA.

(MITSUBISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA,

OCHI, MUTABE, YOSHINOTANI,

HOJO, KANADA, NAMAZUTA, SATO,

SHINNEW and KAMİYAMADA

AGENTS FOR

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HEAD OFFICE:—MARUNOUCHI,

TOKYO.

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Cable addresses for above, "IWASAKI."

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YOKOHAMA: M. ANADA, Esq.

CHINKIANG: Messrs. GRABING & Co.

MANILA: Messrs. MACDONALD & Co.

SINGAPORE: Messrs. DORRIS & Co., Ltd.

For Particulars, apply to—

Y. SHIBUYA,

Manager.

No. 2, Pedder Street, Hongkong.

Hongkong, 30th May, 1912. [616]

FOR SALE.

GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent. without extra cost.

Apply—

MANAGER,

"Hongkong Daily Press" Office

Hongkong, 13th March, 1912.

BANKS

NEDERLANDSCH-INDIËSCHE

HANDELSBANK.

(NEDERLANDSCH-INDIËSCHE BANK, N.V.)

ESTABLISHED 1863.

Authorized Capital FL 15,000,000 (£1,250,000)

Paid up Capital FL 12,401,000 (£1,033,421)

Reserve Fund FL 3,252,157.01 (£271,015)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

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THE WILLIAMS DEACONS BANK,

SWISS BANK CORP.

BRANCHES AND AGENTS all over the

World.

THE BANK transacts every description of

Banking and Exchange business, receives money

in Current Account at the rate of 2 per cent. per

annum on Daily balances and accepts Fixed

Deposits at the following rates:—

12 months 4 1/2 per annum.

6 do. 3 1/2 do.

3 do. 3 do.

E. J. H. VAN DELDEN, Acting Manager,

No. 8, Des Voeux Road Central.

Hongkong, 17th May, 1912. [22]

THE SPECIE BANK

LIMITED.

AUTHORIZED CAPITAL:—Yen 48,000,000

PAID-UP CAPITAL:—Yen 30,000,000

RESERVE FUND:—Yen 17,500,000

HEAD OFFICE:—YOKOHAMA.

Branches and Agencies at

Antung-Hsien Liao-Yang Ryooan

Calcutta London San Francisco

Canton Lyons Shanghai

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Dairen (Daly) Newchwang Tientsin

Fungtien (Mukden) Hankow

Hankow Osaka

Honolulu Kobe

Yokohama

INTEREST ALLOWED ON CURRENT ACCOUNTS

Deposits received for fixed periods at rates to

be obtained on application.

TAKAO TAKAMICHI,

Manager.

Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI

BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000

RESERVE FUNDS:—

STRAILING ... \$1,500,000 at 2 1/2%=\$415,000,000

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Castle Brand
NAPIER JOHNSTONES'
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF
IMITATIONS.
SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & Co.,
and from ALL WINE MERCHANTS.

Warm Days
bring with their pleasures some
discomforts. Then it is really
refreshing to remove every
trace of dust and perspiration
by using
**Calvert's
Toilet Soap**
and any day it is a good soap to
choose for ordinary toilet use. Pure
and cleansing, pleasantly perfumed
and antiseptic for 10% crystal
carbolic is incorporated with it—
you will find it not only excellent
for the skin and complexion, but
also a protection against contagion.
Your local Chemist or Store
sells it in three tablet boxes.
P.C. CALVERT & Co., Manchester, Eng.

**MARTIN'S
APIOL-STEEL
PILLS**
A French Preparation for all Irritable
Disorders of the Digestive System. It
is a powerful tonic and stimulant, and
is especially adapted for the treatment
of all cases of Indigestion, Flatulence,
Headache, Neuralgia, and all other
disorders of the Digestive System.
It is sold in three tablet boxes.
P.C. CALVERT & Co., Manchester, Eng.

**FOR
NERVOUS EXHAUSTION**
LOSS
OF
MEMORY
and
DEBILITY
and
to
feed the
NERVES
**CHAPOTEAU'S
PHOSPHO-GLYCERATE OF LIME**
It increases vital energy and nerve
force, cures Neurasthenia, Hypoglycemia,
Insomnia, and nervous diseases in adults
and children.
IN CAPSULES, IN WINE, AND IN SYRUP.

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CHUNG NGOI SAN P O
(Chinese Daily Press),
PUBLISHED DAILY.
Is the oldest and still immeasurably the best
Advertising medium among the
Native Community.
Established for over FIFTY YEARS
Circulates largely throughout Southern China
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be obtained at the Office, 101, Des Voeux Road,
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Documents translated from or into Chinese
and Colloquial Chinese.

PARIS LETTER

[WRITTEN SPECIALLY FOR THE "HONGKONG
DAILY PRESS."]

PARIS, May 31st.
INTERNATIONAL MUSICAL FESTIVAL.
What a week of musical excitement and
juvenile delight! Of the thousands who
flocked from all parts to this capital
either to be present at, or to participate
in, the International Musical Festival at
the Chatelet Theatre, and which replaced
the Exposition Universelle held every ten
or eleven years, none attracted the atten-
tion of Parisians so much as the eight
hundred little English boys and girls,
the greater number of whom were scholars
from London. They all looked the pic-
ture of health, of manliness and
womanliness. These striking features
did not fail to make an impression on
French parents, whose children are so
frail and delicate, compared with Eng-
lish boys and girls. It has also induced
many French fathers and mothers to
send their children to English schools.
The journey from London was greatly
enjoyed—bar the crossing of the Channel.
The motherly attention shown to the
children on landing at Boulogne by the
fishermen's wives soon caused the boys
and girls to forget about their sea-sick-
ness. The welcome extended to the young
visitors as the *Empire* steamed into
Boulogne harbour is one that will not
easily be forgotten. All the boys wearing
red, white and blue caps, and the girls
straw hats with tricolour ribbon, at all
able to do so, started singing the
"Marseillaise," which was excellently
rendered. The military band on shore
returned the compliment by striking up
"God Save the King." After which a
delegation of Boulogne headed by the
Mayor of Boulogne, M. Felix Adam,
extended a hearty welcome to the party,
on behalf of the French nation. While
the children swarmed into the waiting
trains, their elders, comprising teachers
and parents, went to the waiting-room,
where champagne was served by the
Municipality. Every compartment was
provided with a large hamper or
luncheon basket to regale the children on
their way to Paris. A few minutes
before the train started ten Boulogne
fisherwomen, in frilled caps, long ear-
rings and carrying baskets, went from
window to window and gave fisher-dress-
ed dolls to the girls and tricolour flags
to the boys.

At 4.30 p.m. the train steamed into the
Gare du Nord, Paris. Within two
minutes of the train coming to a stand-
still every child was out and standing
at "attention" on the platform. They
were cheered over and over again by the
large crowd inside the station. Outside,
thousands more had assembled to greet
the juvenile travellers, who at a given
signal, electrified all present by bursting
out spontaneously into the "Mar-
seillaise." Nothing was heard but their
tiny trebles until the last words of the
inspiring French anthem died away. The
children soon after stepped into the
motor-omnibuses and were driven to
different colleges and schools in Paris
and the suburbs, which served as "hotels"
during their stay. From the moment of
their arrival in this beautiful city to
the time they left for home, the children
were objects of admiration wherever they
went; Parisians christened them "Little
English Angels" out of affection, and
worshipped them as such. All places of
interest both in Paris and the suburbs
were visited and gave great pleasure.
The river excursion to St. Cloud, where
the young visitors roamed about the
woods gathering wild strawberries, was
one of the trips most enjoyed. In the
schools and colleges, boys and girls mixed
freely with their French companions,
with whom they played and conversed.
Numerous acquaintances were thus made.
When on the stage of the Chatelet
Theatre, the English girls all dressed in
white looked like fairies; the boys, too,
looked exceedingly fit. Both boys and
girls won several prizes in the various
competitions; and as the prizes were
distributed by President Fallieres at the
end of the Festival, the President of the
Republic warmly congratulated the
successful competitors in English. The
young English invaders had been made
so thoroughly at home that they were
reluctant to leave Paris and part from
all those who had made them feel so
happy during five days. Numerous tears
were shed on both sides as the train left
at 1.15 p.m. last Wednesday afternoon
for London. The return journey was a
much more enjoyable one, thanks to the
Channel being like a sheet of glass. The
visit has been a huge success; not a child
was lost or rendered in any way uncom-
fortable while in Paris; they all enjoyed
the best of health, and were kept in the
brightest spirits all the time. Parents
over in England had no occasion to worry
one moment; they were the guests of a

WM. POWELL, LTD.

Gentlemen's Outfitters.

SAXONE BOOTS and SHOES.

REALLY FIRST CLASS FOOTWEAR.
(EVERY PAIR GUARANTEED)

BOOTS \$11 SHOES \$10

Wm. Powell, Ltd.,

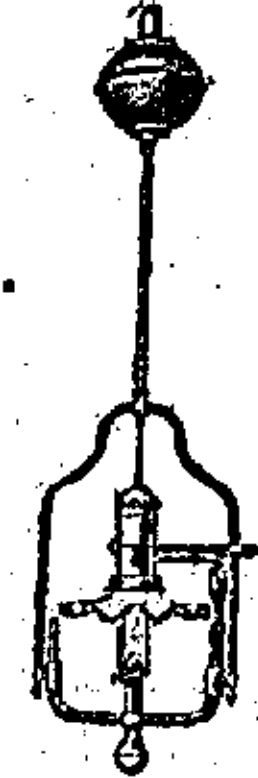
SOLE AGENTS.

SAXONE SHOE CO. LTD.

[536]



"PERPETUA"
BRILLIANT LIGHT.
PETROLEUM LAMPS.
No air pump or Filter required.
Automatic Valve.
Very simple to handle. Powerful light.
250 H.K. to 1,500 H.K.
For interior or exterior lighting.
ECKEL & GLINCKE.
G.M.B.H.
Berlin S.W. 61.



[794.2]

nation's love, and as such they were
treated during their stay, and returned
safe and sound to their grateful parents
in London and other parts of England.

MOROCCO.

The Morocco question has once more
become exceedingly serious, particularly
since the arrest of the two well-known
German Colonial Agents, the brothers
Maunsmann, which has had for result
to create renewed unpleasantness between
Germany and France. Mulay Hafid, the
ex-Sultan, has abdicated, leaving Gen-
eral Lyantey, the French Resident Gen-
eral, in absolute control, and to do the
best he can with the troublesome tribes
and newly proclaimed Sultan. The very
fact that no sooner did General Lyantey
arrive at Fez to take over his duties as
Resident than he has wired to Paris for
more troops is significant. There is
nothing surprising in such a demand for
reinforcements in any case. Unlike the
British, the French hesitate to send large
contingents in the first instance. At pre-
sent the small garrison in the country
can do no more than police the capital
and the district about it. The situation
in Morocco exacts thousands more of
French soldiers, and the sooner they are
sent out—as they will be—the better for
one and all, Germans included. Ori-
entals can only be kept in their place
by a great display of force, while nothing
could be more fatal for France than
waste of time. The Moors have now
realized that the French have taken their
country; they will certainly retaliate by
proclaiming a Holy War, which, how-
ever, can be checked, if not suppressed,
by France pouring thousands of well-
trained troops into the country imme-
diately. Trouble abounds everywhere in
Morocco actually; a rival Sultan has
been set up in the South, where the Euro-
pean has never yet established himself.
Unless he is suppressed at all cost and
without delay, he is most likely to turn
out to be a second Madhi. In the more
settled districts of the North the French
must display a firm hand and win the
confidence of their new subjects. If the
Moors are to become loyal subjects of
France they must be sure from the very
beginning that justice is both swift and
incontestable. As will be seen, France
has her hands full with Morocco. The
adequate protection of foreigners is also
essential.

ANGLO-FRENCH RELATIONS.

Should the present Entente Cordiale be-
tween France and England be made into
an Alliance? Opinion is very much
divided on the question. The *Morning
Post* proposal is warmly supported by
ex-Foreign Minister Gabriel Hanotaux—
who at one time was one of the greatest

Anglophobists in France. An alliance
such as the *Morning Post* advocates re-
quires careful consideration; it cannot
be effected at a minute's notice, as an
Alliance is quite a different thing com-
pared with L'Entente Cordiale. For a
long time now Germany has done her
level best to separate Great Britain and
France; she has, happily, failed in the
attempt. Russia and France are not
quite so friendly as they were, thanks to
German influence. The time is not ripe
yet to convert the Anglo-French Entente
into a definite Alliance. The question,
however, as *L'Echo de Paris* remarks,
must be dealt with at once. An Alliance
of this nature would certainly represent
a "Tower of Strength," but it would, on
the other hand, bring about grave com-
plications which no one desires to see.
The European outlook just now wears
anything but a pleasant aspect; the im-
portant meeting between Premier
Asquith, the First Lord of the Ad-
miralty, and Lord Kitchener at Malta
has for object to strengthen Great Brit-
ain's position in the Mediterranean and
Egypt. Whatever may be the dangers
which threaten, there can be no sort of
doubt that the cordial friendship and
understanding existing between France
and England makes for the maintenance
of peace. It is not a friendship founded
on any dream of aggression or conquest
in Europe or elsewhere; it is not a hard
and fast alliance committed to parch-
ment. It merely exists as a power for
good. The great thing is to keep a level
head and a level tone in times of excite-
ment. It is but another passing wave
of the great question for present day diplomacy
is whether the aims of the Entente can
any longer be secured without a definite
defensive Alliance. Some say "Yes,"
others "No." All turns upon the action
of Germany; her latest bellicose attitude
is totally uncalled for, and can only end
in disaster.

PRINCE OF WALES IN FRANCE.

The Prince of Wales has returned to
Paris after being the guest of the French
Fleet, which right royally entertained His
Royal Highness while on board the flag-
ship *Danton*. The Prince never spent
a happier or more profitable time. In
addition to seeing beautiful country, he
had every opportunity of judging for
himself how up-to-date and effective the
French Navy is. The assembled ships
fired 19 shots as their distinguished
guest left on his return journey to the
capital. Before leaving the *Danton*, the
Prince gave presents to the officers and
Royal gratuities to the sailors who at-
tended him during his stay on the war-
ship. The portrait of His Royal High-
ness is to be placed in the officers' room
of the *Danton*.

MOUNIE'S BRANDIES



LIQUEUR (Very Fine and Very Old Brandy).

BY ROYAL WARRANT TO HIS MAJESTY KING GEORGE V.

As supplied to all the leading Restaurants in London, including
the Carlton, Ritz, Savoy, Claridge's and Langham.

Bottled and Shipped by

J. DENIS H. MOUNIE & Co., Cognac.

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TELEPHONE 636.

SOLE AGENTS.

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WATSON'S OLD BLENDED GLENLIVET

WHISKY.

Guaranteed entirely distilled in
Scotland and thoroughly matured
by age, being shipped from our
stocks of Old Whisky in the West
Highland Bonded Warehouses,
Greenock, Scotland.

A. S. WATSON & Co., LTD.

ALEXANDRA BUILDINGS.

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HARVARD MEDICAL SCHOOL
IN SHANGHAI.

The scope and plans of the work that
is to be undertaken by the "Harvard
group" in China are explained by Dr.
Edwards as follows:—A Medical School
will be established for Chinese in which
a high standard of instruction in the
medical sciences will be maintained from
the first. Although the School will be
known as the Harvard Medical School,
neither institutional nor national lines
will be maintained. The object will be
to develop the best instruction staff that
we can get together, and whether the
man comes from Harvard, or Oxford,
America, England, or France will make
but little difference, providing he is the
best fitted man for the position we wish
to fill.

In this School, we will place especial
emphasis on the development of the de-
partment of "Hygiene, Preventive Medi-
cine and Public Health." Here we will
train Public Health officers, in the hope
that, when the demand develops, as it
eventually must, for Municipal health
officers throughout China, there will be
an available supply of trained Chinese,
who alone can best overcome the pre-
judices of the ignorant classes in times
of epidemics and pestilence.

A Research laboratory will be de-
veloped, where the diseases of the Orient
will be studied by a group of men de-
voting their full time to this work.
Inasmuch as world-menacing diseases
can be studied here with such splendid
advantages, it is confidently hoped that
nations other than China will be bene-
fited by the researches to be made here.
In later years, there will be developed
from this group of investigators as a
basis a post-graduate School where the
diseases of the Orient may be studied by
practitioners in the actual surroundings
in which these diseases are found.

The School comes in a sincere desire
for co-operation with all those forces in
Shanghai and China that are hoping,
and working, for the relief of suffering
and the hygienic regeneration of the
Empire. We want that both our staff
and our students should be of service in
the free hospitals of the city. And that
our students may have the benefit of the
long practical experience of the physi-
cians in Shanghai, it is earnestly hoped
that our staff may be materially
strengthened by the services on the
faculty of several of the city's physicians.
I am happy to say that it seems as if
this co-operation will be cordially ex-
tended.

The school will look forward to the
time when its work can be taken over
by a staff of adequately trained Chinese
teachers of modern medicine. It is in-
conceivable that the hygienic reform and
the medical educational work of this vast
Empire should be carried on by for-
eigners. It is for us, however, who have
in our own countries been so signally
blessed by the great benefits of modern
medicine, to direct and give aid to China,
in this her hour of need and oppor-
tunity.

RUBBER COMPANIES.

Carey United Rubber Estates, Ltd.,
whose property consists of the Paradise
Estates at Kajang, extending to 673 acres,
and a block of 5,000 acres of virgin forest
in the Island of Jura, has declared an
interim dividend of 7½ per cent.
Linggi Plantations, Ltd., owning prop-
erty in Negri Sembilan, Selangor, and
Perak, has disposed of 80 tons of 1913
rubber. The price arranged was 4/6 per
pound.

SERIOUS MOTOR-CAR ACCIDENT IN THE PHILIPPINES.

Mr. Harry Campbell, engineer of the
Manila railroad company, four Euro-
pean foremen, a Filipino chauffeur and
a Filipino workman, were badly injured
on Sunday when an automobile carrying
them turned turtle and plunged from a
cliff on the Atimonan road 120 feet to
a ravine below.

The accident occurred on the Atimonan
road near the top of the grade on the
magnificent highway leading from
Atimonan to Lucena. Mr. Campbell was
on a trip of inspection and was taking
the four foremen to the great railroad
camp at Gumaca, where the Manila rail-
road has 1,000 men at work, getting
ready for the southern extension of the
railroad.

A telegram to Mr. H. L. Higgins, pre-
sident of the Manila railroad, states:
The men were making the sharp turn just
before the top of the grade, on the moun-
tain road is reached, when the machine
turned over and plunged down the side
of the steep ravine which lines the road
for many miles at that point.

Mr. Campbell, the chief of the party,
sustained severe injuries. One foreman
was struck on the top of his head, the
force of the blow driving his teeth
through his tongue and severing that
member entirely.

The other members of the party were
all injured, but the extent of their hurts
will not be known till further details are
received.

Speaking of the place where the acci-
dent occurred, Mr. Higgins said: "It
is a miracle that the entire party was not
killed outright. When I have travelled
over that road in an automobile, I have
always got out of the machine and walk-
ed past the treacherous bend. The fall
of the precipice is sheer and the men
must have been terribly injured."

Another telegram gives further details
of the accident. The machine was on the
down grade of the hill near Atimonan
when the accident occurred. This grade
Mr. Higgins describes as far worse than
that of the Zig-zag. Near the summit of
the hill there are several very bad curves.

The second telegram gives the names of
the party and extent of their injuries.
Mr. Campbell's collar bone is dislocated
and his back wrenched, but his injuries
are not believed to be grave.

Sanderson, one of the foremen, dis-
located his thigh and may have internal
injuries. His condition is said to be
serious.

Cinnam, another of the foremen, was
cut about the head and his tongue was
severed by his teeth.

Mulgrew suffered serious contusions,
but his condition is not serious.

Ciffin, the fourth of the foremen, suf-
fered a fractured collarbone and a broken
leg. He may also have internal injuries.
The Filipino passenger was bruised
and shaken up, and the chauffeur escaped
without injury.

RIDDLE OF GIANTIC STATUES IN THE PACIFIC.

A vessel called the *Manu*, which was
launched at Whitstable last month, will
take to the Pacific an expedition which
will try to solve the problem of the
gigantic pre-historic remains on Carter
Island, about 2,500 miles west of Chili.
The party, says the *Star*, will be headed
by Mr. W. Scoresby Routledge, M.A.,
who will be accompanied by his wife, a
geologist, a scientist connected with the
British Museum, and a navigation officer
and a crew of fourteen. The *Manu*,
whose name is Polynesian for "Good
luck," is a 260-ton motor auxiliary yacht.
She is expected to sail about August 1st.
In the island, which has an area of forty-
five square miles, there have been raised
immense platforms facing the sea formed
of huge stones fitted together without
cement. Some of these stones weigh five
tons. Sometimes the sea walls are 30ft.
high and 200ft. long. On the land side
of these platforms there are broad
terraces, also of stone, containing the
pedestals, on which stood huge figures
carved out of trachitic lava from an
extinct crater eight miles away. Most of
these images have been thrown down, but
there are 555 of them in the island. They
vary in size—the largest was measured by
the commander of H.M.S. *Cambrian* in
1905, and was 68ft. long. The length of
its nose was 11ft. The figures extend
down to the hips, and the faces have
receding foreheads, broad side-like noses,
thin lips, and powerful chins. Some of
the colossal weigh 250 tons.

It is evident that the work of making
the images and dragging them to the plat-
forms suddenly stopped. One of the
theories to explain this is that the island
is the last pinnacle of a submerged con-
tinent which occupied the greater part of
the South Pacific, and possibly joined
Asia and America. Vast numbers of
skeletons are under the platforms. The
bones are probably those of people who
were sacrificed to the great stone images.

THE BANK LINE

REGULAR SERVICE FROM HONGKONG TO
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"HERCULES," 2nd July.	"HERCULES," 2nd July.

To be followed by other Steamers of the Company at
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Calling at AMOY and KEELUNG if sufficient
inducement offers.
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have most Commodious Accommodation, and are fitted with
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THE BANK LINE, LIMITED.
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DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
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quickest Freight Transport from the ORIENT to SOUTH AFRICA.

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S.S. "DUNERIC" ... 3,000 tons ... Second half of August.

And regularly thereafter.
For Rates of Freight or Passage, apply to—

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Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

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FROM HONGKONG: S.S. "SALAMIS" 10th July.

The S.S. "SALAMIS" has splendid Saloon accommodation for passengers.

For Rates and Further Information, apply to—

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A HOLIDAY AT HOME, AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of
California, of Colorado, and the fascinations of Niagara, San Francisco,
Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,
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Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water."
Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra.
Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities,
than by any other route. For a return ticket to London
the cost is but £120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE
First-Class accommodations are provided for £43 to London (return ticket £74)
and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular
Civil Service, on application.

STEAMERS.	Tons	Starting	1912
SIBERIA	18,000	TUESDAY,	2nd July, at 1 P.M.
CHINA	10,200	TUESDAY,	9th July, at 1 P.M.
MANCHURIA	10,200	TUESDAY,	16th July, at 1 P.M.
WIDE	11,000	TUESDAY,	30th July, at 1 P.M.
MONGOLIA	27,000	TUESDAY,	6th Aug., at 1 P.M.
PERBIA	9,000	TUESDAY,	27th Aug., at 1 P.M.
KOREA	18,000	TUESDAY,	3rd Sept., at 1 P.M.
SIBERIA	18,000	TUESDAY,	17th Sept., at 1 P.M.

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JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG

THURSDAY, 27th JUNE, 1912.
8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."
10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

FRIDAY, 28th JUNE, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."
10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651

HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 30th JUNE.

The Company's Steamship

"SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.
Departure from Macao at 4 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOLBANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 568 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leave Canton for Wuhow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 5.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "SANUL." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

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SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMER	Tons	DATE OF SAILING
SHANGHAI, YOKOHAMA, KOBE AND MOJI	"YEDDO"	7,200	About 3rd Aug.

For Freight and Further Particulars apply to
Telephone No. 171.
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

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WESTERN PACIFIC DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. "TENYO MARU" ... 21,000 tons.
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S.S. "NIPPON MARU" ... 11,000 tons. (INTERMEDIATE.)

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The T.K.K. lines connect at San Francisco with the palatial trains of the Western
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WITHOUT CHANGE.

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New lands, office and scenes—hundred of miles through the gorgeous scenery of the
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When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
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TO SHANGHAI.
S.S. "KOEBER," 9,900 tons, will leave as above on 5th July.
Superior accommodation for 1st and 2nd Class Cabin and Stowage passengers. Cheap
rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd Class. No surtax, no tips, no inside
Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

S.S. "SILESIA," 13,950 tons, will leave for YOKOHAMA and KOBE via SHANGHAI about
29th June.

S.S. "PERBIA," 12,500 tons, will leave for TRIESTE, ROME and VENICE, via SINGAPORE,
PENANG, COLOMBO, CALCUTTA, ADEN, SUVA, PORT SAID, on 2nd July.

These Steamers are fitted with comfortable one class accommodation for saloon
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Hongkong, 13th June, 1912.

RUSSIAN VOLUNTEER FLEET.

NOTICE.

FOR ODESSA,

VIA SINGAPORE, PENANG, COLOMBO, DJIBOUTI, HODEIDAH, DJEDDAH,
PORT SAID, AND CONSTANTINOPLE.

THE STEAMSHIP

"KOURSE,"

6,000 R.T., Captain G. PADALKA,

will be ready to load on WEDNESDAY, the 3rd July.
Shippers are kindly requested to begin to book their Cargo for this Steamer.

THE STEAMSHIP

"PERM,"

4,149 R.T., Captain J. KAHANI,

from Odessa, has been delayed owing to the temporary closing of the Dardanelles, and, as
she has no free room and has no cargo to discharge in Hongkong, she will not call here.

For further particulars, apply to

CAPTAIN D. A. LUKHMANOFF,

AGENT,

RUSSIAN VOLUNTEER FLEET.

Telephone No. 1224.
Hongkong, 27th June, 1912.



PHILIPPINES S.S. CO.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. A. Creeby	Manila, Mangarin, Helo and Cebu	On 29th June, 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Helo and Cebu	On 10th July, 4 P.M.

For Freight or Passage, apply to
HONGKONG, 22nd June, 1912.

SHEWAN, TOMES & Co., General Managers,
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MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Alacrity, despatch-boat, 1,700 tons, 4 guns, 2,000
i.h.p., Comdr. Lambe, C.L., Shanghai.

Astrea, 2nd class cruiser, 4,360 tons, 10 guns
7,000 i.h.p., Captain E. La T. Leatham
Shanghai.

Atlas, admiral's tug, 615 tons, 1,400 i.h.p.,
Hongkong.

Bramble, gunboat 710 tons, 900 i.h.p. Lieut.
Comdr. B. E. Pritchard, Kinsling.

Britomart, gunboat, 710 tons, 900 i.h.p., Lieut.
Comdr. W. H. Darwall, Hankow.

Calamus, British sloop, 1,070 tons, i.h.p. 1,400
f.d., Commr. Hugh P. F. Williams
Hankow.

Cambrian, 2nd class cruiser, 4,350 tons, 10 guns
i.h.p. 7,000, Capt. J. E. Drummond, Hong-
kong.

Cherub, water tank and tug, 390 tons, i.h.p. 340
Master W. Smith, Hongkong.

Clio, British sloop, 1,070 tons, i.h.p. 1,400,
Comdr. H. E. Veale, Canton.

Fame, torpedo-boat destroyer, 340 tons,
guns, 5,700 i.h.p., Lt.-Comdr. H. S. Monroe,
Hongkong.

Flora, 2nd class cruiser, 4,360 tons, 10 guns,
7,000 i.h.p., Captain C. F. Corbett, M.V.O.,
Hongkong.

Handy, torpedo-boat destroyer 295 tons, 5 guns
4,000 h.p., Lieut.-Comdr. E. Bodiam
Wienhausen, West River.

Janus, torpedo-boat destroyer, 320 tons, 6 guns,
3,900 h.p., Lieut.-Comdr. Maxwell, Swatow.

Kept, armoured cruiser, 9,800 tons, 14 guns,
i.h.p. 22,000, Capt. Allen T. Hunt, Hong-
kong.

Kinsale, river gunboat, 616 tons, i.h.p. 1,200
Lt.-Comdr. H. Marryatt, Hankow.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400
i.h.p. Capt. F. C. Pasco, Surveying Duties.

Minotaur, armoured cruiser (flagship) Vice-
Admiral Sir A. L. Winkles, R.C.B.
C.V.O., C.M.G., 14,600 tons, i.h.p. 37,000
Capt. G. C. Cayley, Hongkong.

Monmouth, armoured cruiser, 9,800 tons, i.h.p.
22,000, Capt. B. H. F. Bartolot, M.V.O.,
Colombo.

Moerben, river gunboat, 180 tons, 2 guns
i.h.p. 800, Lieut.-Comdr. G. P. Leith,
West River.

Newcastle, 2nd class cruiser, 4,800 tons, turbines,
22,000 F.D., Captain George F. E. Hunt,
D.S.O., Shanghai.

Nightingale, river gunboat, 85 tons, 240 h.p.
Lt.-Comdr. Malcolm Murray, R.N., Yang-
tze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns,
6,300 i.h.p., Comdr. Seymour, Hongkong.

Pegasus, protected cruiser, 2,135 tons, i.h.p.
5,000, (7,000 F.D.), Comdr. F. H. Mitchell
Wienhausen.

Prometheus, 3rd class cruiser, 2,135 tons, i.h.p.
5,000, Comdr. P. H. Warleigh, Hongkong.

Ribble, T.B.D., 590 tons; 7,500 F.D., 6 guns,
Lt.-Comdr. E. J. G. Macdonald, Shang-
hai.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lt.-Comdr. Allan Dixon, West River.

Rosario, depot ship for Submarines, 980 tons
i.h.p. 1,400, Lt.-Comdr. N. E. Archdale
Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut.-Comdr. I. A. S. H. Hutton,
Hongkong.

Snipe, river gunboat, 85 tons, 2 guns 240 h.p.,
Lt.-Comdr. Maurice R. Leslie, Yangtze.

Taku, torpedo boat destroyer, 356 tons, i.h.p.
6,000, Lt.-Comdr. Brickenden, Hongkong.

Tamar, receiving ship, 4,650 tons, 6 guns
Commodore Eyres, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p.,
Lieut.-Comdr. Hon. Guy Stopford, Chang-
ting.

Thistle, gunboat, 710 tons, 900 h.p., Lieut.
Com. B.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE AND YOKOHAMA	PERA... Capt. W. W. Cooke, R.N.R.	About 3rd July.	Freight only.
SHANGHAI	DEVANHA... Capt. W. B. Hickey	About 4th July.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ASSAYE... Capt. G. W. Cookman, R.N.R.	Noon, 6th July.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SIMLA... Capt. Goldsmith, R.N.R.	About 10th July.	Freight and Passage.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent.

Hongkong, 27th June, 1912

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHENAN"	On 27th June 4 P.M.
HOIHOW (Mali) and HAIPHONG	"SINGAN"	On 28th June 9 A.M.
SHANGHAI	"LINAN"	On 29th June 8 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE	"CHANGSHA"	On 2nd July 4 P.M.
MANILA, CEBU and LOILO	"TAMING"	On 2nd July 4 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 4th July 4 P.M.

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

MANILA, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE. "GUTHRIE" On 9th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LIUTAN" and S.S. "SANGU". AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted. SHANGHAI LINE—TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. Leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.P.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night. These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

NEW SERVICE.

SHANGHAI to ANTUNG direct, leaving Shanghai on alternate Wednesdays. REDUCED FARES—SINGLE \$45.....RETURN \$75. BUTTERFIELD & SWIRE, AGENTS. [6-851]

For Freight or Passage apply to—
Hongkong, 27th June, 1912.**THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.**

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	On 1st July.	On 20th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS. [6-851]**DOUGLAS STEAMSHIP CO., LD.**

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 28th June, at 11 A.M.
"HAICHING"	Capt. W. O. Peasmore	TUESDAY, 2nd July, at 11 A.M.
"HAITAN"	Capt. J. S. Reach	FRIDAY, 5th July, at 11 A.M.

For SWATOW AND RETURN.

"HAJIMUN" ... Capt. J. W. Evans ... (SUNDAY, 30th June, at 10 A.M. (WEDNESDAY, 3rd July, at 11 A.M. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the month of July—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Fochow. For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS. [7]

Hongkong, 27th June, 1912.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. SILESIA	1st July.
S.S. FUEBSTER BUELOW	2nd July.
S.S. GOLDENFELS	14th July.
S.S. SUEVIA	29th July.
S.S. KURMARK	15th August.

For Further Particulars, apply to—

HOMEWARD.

For MARSEILLES, HAVRE & HAMBURG:	S.S. LIGERIA	28th June.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. BADENIA	1st July.
For HAVRE, BREMEN & HAMBURG:	S.S. ALESIA	2nd July.
For MARSEILLES, HAVRE & HAMBURG:	S.S. SEGROVIA	14th July.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. BRASILLA	15th July.
For HAVRE, BREMEN, HAMBURG & ANTWERP:	S.S. SAMBIA	26th July.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 25th June, 1912.

TOYO KISEN KAISHA.IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND
TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S. "NIPPON MARU."
INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Greene	TUESDAY, 23rd July, NOON.
NIPPON MARU	A. G. Stevens	TUESDAY, 13th Aug., at Noon.
TENYO MARU	E. Best	TUESDAY, 20th Aug., at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 10th Sept., at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd July, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO-MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	DATE OF SAILING.
KIYO MARU	17,500	TUESDAY, 6th Aug., NOON.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG" Capt. E. de Catalano.

(1st and 2nd Classes) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 3rd July, 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross Reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"TACOMA MARU"	6,178	THURSDAY, 13th July, at 1 P.M.
	"SEATTLE MARU"	6,182	THURSDAY, 3rd Aug., at 1 P.M.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Sept., at 1 P.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"PANAMA MARU"	6,069	TUESDAY, 23rd July, at 1 P.M.
	"MEXICO MARU"	6,064	SATURDAY, 17th Aug., at 1 P.M.
	"CANADA MARU"	6,064	TUESDAY, 17th Sept., at 1 P.M.

O.S.K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland, and San Francisco:—

From Manila	G. \$130.00
From Hongkong, Shanghai and Keelung	G. \$119.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$95.00

1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ... G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMUI VIA SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 30th June, at Noon.
FOCHOW VIA SWATOW and AMOY	"KAJO MARU"	WEDNESDAY, 3rd July, at Noon.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROU,
MANAGER.

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PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to	Leave Hongkong	Connecting Steamers from COLOMBO to	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
ASSAYE	7500	July 6	MARMORA	10500	Aug. 4
DEVANHA	8000	July 20	MOLDAVIA	10000	Aug. 18
DELTA	8000	August 3	MALOJA	12500	Sept. 1
INDIA	8000	August 17	MONGOLIA	10000	Sept. 15
ARCADIA	7000	August 31	MEDINA	12500	Sept. 28
ASSAYE	7500	September 14	MALWA	11000	Oct. 12
DEVANHA	8000	September 28	MOOLTAN	10000	Oct. 26
INDIA	8000	October 12	MALDONIA	10500	Nov. 9
DELTA	8000	October 26	MOREA	11000	Nov. 23

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd £48.8, £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
	Tonnage	about
SIMLA	6000	July 10
NUBIA	6000	September 4
SARDINIA	7000	September 18

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £50.50 SINGLE, £82.10 RETURN.

2nd £38.10, £57.4

For further Particulars, apply to—

H. W. D. SHALLARD,
ACTING SUPERINTENDENT.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Tons	SAILING DATE
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	HIRANO MARU Capt. H. Fraser	9,000	WEDNESDAY, 3rd July, at Daylight.
	TANGO MARU Capt. K. Kawan	8,000	WEDNESDAY, 17th July, at Daylight.
VICTORIA, B.C. and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	SANUKI MARU Capt. N. Tanaka	7,000	TUESDAY, 2nd July, at Noon.
	AWA MARU Capt. Shimizu	7,000	TUESDAY, 16th July, at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 5th July, at Noon.
	YAWATA MARU Capt. Sekine	5,000	FRIDAY, 2nd Aug., at Noon.
BOMBAY VIA SINGAPORE, and COLOMBO	WAKASA MARU Capt. N. Nielsen	7,000	MONDAY, 8th July.
KOBE and YOKOHAMA	AKI MARU Capt. B. Kon	7,000	WEDNESDAY, 3rd July, at 5 P.M.
SHANGHAI, MOJI and KOBE	HAKATA MARU Capt. H. Nomura	7,000	WEDNESDAY, 3rd July.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. Sekine	5,000	WEDNESDAY, 3rd July, at Noon.
KOBE	OBYLON MARU Capt. Tozawa	6,000	MONDAY, 1st July.

† To be connected with S.S. "TAMBA MARU" at Kobe and Omoting Keelung.

Fitted with New System of Wireless Telegraphy.

† Cargo only

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICES

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong:—

"JINSEN MARU," 4,000 tons, Capt. Masuda, Saturday, 29th June

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st Class \$135 \$122 \$108 \$95

2nd " \$81 \$75 \$65 \$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

[12-13-656]

